- to improve mobility for people and goods
- eliminate or mitigate the impacts caused by the operation and presence of SR-520

In early 2002, SeaTran will begin construction of a new **Princeton Bridge**, a primary access route for the Hawthorne Hills and View Ridge neighborhoods. The existing bridge is badly deteriorated and cannot be retrofitted to current City standards. Construction will begin in February 2002 and is scheduled to take nine months to finish.

In addition to these projects, there are a number of other bridge projects currently underway. The **Ballard Bridge Rehabilitation Project** is replacing and upgrading the electrical and mechanical systems of the structure. In addition, planning has begun on a project to replace the approaches to the **Fremont Bridge**, an effort that has long been one of the City's highest priorities.

Freight Mobility

The continued ability to move freight and goods by rail, truck, water, and air is absolutely critical to Seattle's and the state's economic development.

In November 2001, SeaTran began work on Contract 3 of the **South Spokane Street Widening Project**. The work for this major capital project began in 1994, and Contracts 1 and 2 were completed in 1998 and 1999 with seismic retrofitting of the current structure and the installation of a center median barrier. Contract 3 involves the relocation and installation of a majority of the utilities at the street level in order to widen the viaduct in the future. The 4th Avenue South (westbound) on-ramp to the viaduct, which is currently closed, will also be removed under this contract. The work is scheduled for completion in the spring of 2003.

The West Galer Street Flyover was completed on budget and ahead of schedule.

Months before the earthquake shook Seattle, construction had already begun on the City's newest roadway structure: the **West Galer Street Flyover**. The project was completed on budget and ahead of schedule, and the Flyover opened to traffic in November. The Flyover is an overpass over Elliott Avenue West and the Burlington Northern Santa Fe (BNSF) railroad tracks, and provides better and safer access for vehicles, bicycles, and pedestrians to the area along this portion of the Elliott Bay waterfront (including the Port of Seattle's Terminal 90/91 facilities and the new Immunex Helix facility now under construction).

Before the Flyover was completed, cars, trucks, and pedestrians would often be delayed for significant amounts of time waiting for trains to pass through the corridor. SeaTran is currently studying whether to keep the West Galer Street surface roadway open now that the Flyover is complete.

In 2001, SeaTran began the development of a grade separation project over the BNSF mainline tracks at **South Lander Street** in the greater Duwamish area. SeaTran is currently negotiating a consultant contract for a Type, Size and Location Study of a grade separation structure. Work on this contract will occur in 2002. Funding for eventual project construction has not been identified.

Various elements of the **Duwamish Intelligent Transportation System** (ITS) project were implemented in 2001, and more are on tap for the coming years. In July, SeaTran and the Manufacturing Industrial Council (MIC) co-sponsored a meeting to share with the trucking and freight communities how they could obtain traffic information on accidents, congestion, and detours using communication technologies and vehicle tracking systems. Other elements of the Duwamish ITS project, such as signal interconnects, installation of variable message signs, and use of closed-circuit television to provide live feeds of real-time traffic information to the City's traffic management center are moving forward in cooperation with the MIC and other industrial and freight organizations.

Signals and Intelligent Transportation Systems

A broad range of diverse technologies, known collectively as intelligent transportation systems (ITS), can help address many of our transportation problems. SeaTran put together an ITS Master Plan in 1998 and is implementing various elements to provide better management tools for all modes, to improve safety, and to distribute enhanced information so travelers can make more informed decisions.

Signal optimization improved travel times on Aurora Avenue North and other major corridors by up to 25 percent.

In 2001, SeaTran continued with an accelerated schedule of **optimizing traffic signals**. Of Seattle's 975 signalized intersections, almost 200 were optimized in 2001, an effort made possible in part through funding from the Mayor's Maintenance and Mobility Initiative. In addition to most of the University District, key corridors completed in 2001 included: Aurora Avenue North, Northgate Way, Greenwood Avenue N, Lake City Way NE, 24th Avenue NW, 15th Avenue NW, Elliott Avenue/15th Avenue W, California Avenue SW, and Beacon Avenue South. Updating signal timing benefits all users of the transportation network – moving autos, trucks, and transit more efficiently through corridors, while also providing more safe and reliable crossing gaps for bicyclists and pedestrians. Travel time improvements of 15–25 percent have been measured in some corridors. [*TSP "Cars" Strategy: Optimize General Traffic Flows on Arterial Streets*]

As part of an ongoing partnership with King County Metro, **transit signal priority** was installed at 14 intersections along Aurora Avenue North, from Winona Avenue N to N 145th Street. This technology allows the signal system to recognize approaching transit vehicles and, in turn, to give those vehicles more green time to get through intersections. Transit priority treatments had previously been installed along Rainier Avenue South and resulted in travel time improvements of 10-15 percent. SeaTran and Metro staff will work together to identify additional candidate corridors for transit signal priority installation in 2002 and beyond. [*TSP Transit Strategy: Give Buses Green Lights at Intersections with Signal Preemption*]

SeaTran installed **closed-circuit television** (CCTV) cameras at 14 locations along three major transportation corridors in Seattle: Aurora Avenue North, Northgate Way, and Mercer St. These cameras transmit real-time traffic information to